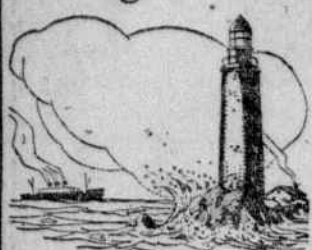


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LABOR BRINGS OUT SPYING SYSTEM ON THE PENNSYLVANIA

U. S. Board Told That Road
Also Kept Arsenals to
Down Troubles.

HEAR GEN. ATTERBURY

Can Negotiate Amicably if
National Agreements Are
Avoided, He Says.

CHARGES INTIMIDATION

Power of Union Officials in
Open Balloting Caused Un-
fair Result, He Asserts.

CHICAGO, March 22.—Charges that the Pennsylvania Railroad was fighting for the open shop and that the road maintained a spy system before the war were the subject of a heated all day discussion before the Railroad Labor Board today.

Gen. W. W. Atterbury, vice-president of the Pennsylvania, charged the unions with attempting to force the closed shop, and Frank P. Walsh, labor attorney, retorted with declarations that the Pennsylvania had maintained spies and arsenals to take care of labor troubles.

The whole day's testimony revolved about Gen. Atterbury's stand that he could negotiate agreements with his own employees, but that no just and reasonable agreements applicable to the entire country could be written by anybody. He also maintained the right of the minority to a voice and charged the unions with assuming to represent all employees and using coercion in attempting to make them join the union.

Attorney Walsh opened his charges of a spy system on the Pennsylvania with a statement that \$800,000 had been spent in 1914 on the road's police system. Gen. Atterbury explained that this amount covered all protective measures, such as crossing watchmen and similar employees. Under questioning, however, he admitted that the road did maintain a spy system, but declared he could not say how much had been spent on that department.

Debate on Arsenal Charge.

When Mr. Walsh asked the witness if the road did not have "little arsenals at various points where you kept guns and revolvers," Chairman R. M. Barton halted the examination on the ground it was getting away from the inquiry ordered by the board. Several board members joined in the subsequent discussion, but O. A. Wharton, labor leader, finally insisted that the examination continue.

Mr. Walsh then explained that the rule on discrimination against any employee because of union affiliation was the "most important rule there is." His questions, he said, were intended to show that "a situation might arise and had arisen on the Pennsylvania where disputes between employees and the road could not be settled, despite Gen. Atterbury's statement that all the men on the road had grown up together."

Gen. Atterbury introduced a union bulletin, which informed shop craft employees that there would be "no seniority provisions for or positions provided for any other than employees and members of the organizations affiliated with

the railway employees department of the American Federation of Labor." This bulletin was a direct attempt, Gen. Atterbury asserted, to force non-union men to join the union or lose their seniority rights.

A closed shop, either union or non-union, was denounced by the General, who said a worker should have the right to be or not to be a union man. Allegations against the Pennsylvania were in turn brought up by Mr. Walsh, who read a copy of a letter purported to have been written by F. W. Geer, general manager of the St. Louis Columbus division of the Pennsylvania, in which supervisory employees were ordered "even to resort to defamation of all labor organizations if necessary" to obtain certain information. The letter asked officials to inquire into the attitude of employees regarding proposed wage reductions, and was dated March 10, 1921.

Geer Repudiates Letter.

Gen. Atterbury declared he had never heard of the letter, and after calling Mr. Geer in St. Louis by long distance telephone announced that Mr. Geer denied he had written such a letter and declared no such letter had been written with his authority. The matter would be investigated at once, Gen. Atterbury said.

Two votes on place work taken by the unions, showing 98 per cent. of the employees in favor of the hourly basis of pay, were not fair, Gen. Atterbury said, and declined to accept the union figures as fair.

"The open ballot as conducted by these organizations is not a fair nor a decent vote," said the witness. "To have the men vote so that they may be intimidated if they don't vote the way their officers want them to vote is not a decent way to ask a decent man to vote."

Taking up Gen. Atterbury's minority reports as chairman of the Railway Executive Labor Committee, in which he stood against national boards of adjustment, Mr. Walsh opened a series of questions on the statements of the minority group. Gen. Atterbury declared national boards would lead to nationalization and syndicalism and cited William Z. Foster as "a syndicalist and a F. L. leader," representative of the class by which the railroads were menaced.

The General also read from a declaration of principles by the Cleveland Chamber of Commerce and signed, among others, by Warren S. Stone, president of the engineers, and W. G. Lee, head of the trainmen. This declaration said "freedom of contract should never be impaired" and declared employees and employer should negotiate agreements for their own guidance. This principle, Gen. Atterbury said, was the same on which the railroads took their stand.

SAYS RAILROADS HAVE TOUCHED BOTTOM

That there has been a slight improvement in railroad traffic in the last two weeks, particularly in general commodities, and that from present indications the extreme bottom of the rail slump has been reached and that improvement should be noted gradually from now on, is the opinion of T. De Witt Cuyler, chairman of the Association of Railway Executives, who returned yesterday from Chicago, where he was a witness before the United States Railroad Labor Board in the problem of wage reductions, now up for his consideration.

"Personally," said Mr. Cuyler, "I feel that the roads have touched bottom. I am not as pessimistic as some railroad men. Of course, even though the improvement continues as anticipated, it will probably not be sufficient to offset the deficits which have been established in the first quarter. We cannot expect a boom, but we can expect a steadily increased traffic as the season opens up. "Since the roads cannot hope to overcome their deficits with wide increases in traffic, there is only one other way in which they can meet charges, and that is by the readjustment of wages and other measures of economy which now are under consideration."

MARINE WORKERS' STRIKE THREATENS

Individual Agreements to Be
Repudiated by Unions, Say
Labor Leaders.

In spite of the fact that the majority of the marine workers employed by the railroads operating in New York harbor have signed agreements to accept the proposed reduction in wages, labor leaders declared yesterday that the unions would repudiate these individual agreements and reject the proposals. One leader, Fred A. Gairdner, secretary of the American Ocean Licensed Officers' Conference, said that the situation had reached such an acute stage that the unions probably would endeavor to force a strike of employees working on ocean-going tugboats within twenty-four hours.

"The conference has decided," he said, "to give every assistance to the Marine Engineers' Beneficial Association in the enforcement of the wage cards which the ocean coastwise tugboat owners are trying to reduce twenty-five per cent."

Capt. William Maher, head of the United Association of Masters, Mates and Pilots, attended the meeting of the conference and said afterward that his organization would take the same stand as taken by Gairdner's association. The masters and mates will do exactly as the marine engineers do in the matter of a reduction in wages, he declared, and are prepared to back the marine engineers to the limit. He also asserted that the captains and pilots employed by the New Haven have rejected the new wage proposals, and that similar action has been taken by the employees of the Philadelphia & Reading.

A committee of the United Brotherhood of Maintenance of Way Employees and Railroad Shop Laborers of the Lehigh Valley Railroad informed the railroad officials yesterday that they would not agree to a reduction in the wages of this class of employees. This announcement was made by E. L. Enke, chairman of the committee, who said that the employees would submit their grievances to the Railroad Labor Board for settlement. He declared that the proposed wage reduction was unlawful.

On the other side of the wage controversy Henry Joyce, chairman of the marine department of the General Managers' Association, said yesterday that all of the workers on the marine equipment of the Lackawanna Railroad have agreed to accept the reduction and that an agreement has also been made with the workers of the Lehigh Valley, with the exception of the lighter captains.

GUMMINS PLEDGES DEEP RAIL INQUIRY

Says Public Is Entitled to
Know Facts Regarding Poor
Income Showing.

Special Despatch to THE NEW YORK HERALD.
New York, March 22.

Something must be done to cut the cost of railroad operation in the United States, and the public should know all of the facts in regard to such operation during the last year, in the opinion of Chairman Cummins of the Senate Interstate Commerce Commission, writing in the Nation's Business, the publication of the Chamber of Commerce of the United States. The Senator reiterates he will ask a searching investigation of railroad operation by his committee as soon as the extraordinary session of Congress begins. Citing his reasons for the investigation, the Senator said:

"Present operating expenses are too high. Both Congress and the public are interested in knowing the reason. Giving all the weight which can be given to the diminished traffic, it will not account for the negligible net income which the year will show. Neither will it suffice to say that critical comparison of the railroad performance for the year just closing with the railway performance under Federal control is exceedingly favorable to private management."

Obviously the conclusion to be deduced is that it is costing the railroads too much money to earn the money which they are earning. This may be due, of course, to mismanagement or inefficiency, or it may be due to the excessive cost of material and supplies, or to unreasonable compensation paid to those from president down, whose labor operates these roads. "If the railroads are to survive and render the service which the people of the country must have the question I have proposed must be answered. It must be answered speedily, wisely and justly. It will be found, I think, that the answer does not lie in the main with additional legislation, but in the prompt and fair administration of existing laws."

Senator Cummins points out that "knowing the increase of something like 35 per cent. in railroad rates which became effective about the first of last September the railroads as a whole show a very small net operating income, while many of them have not earned the cost of maintenance and operation."

"It is obvious that rates should not be increased; if for no other reason than that another general advance in rates would probably diminish rather than enlarge the net railroad income. There are, therefore, but two ways in which the net income can be advanced: First, by an increase in the volume of traffic without a corresponding increase in the cost of maintenance and operation; second, by a reduction in the cost of maintenance and operation."

PEACE WITH PACKERS IS BROUGHT NEARER

Employees Said to Have Con-
ceded a Wage Cut.

WASHINGTON, March 22.—Prospects of peace in the packing industry were understood to be brighter to-night than at any time since Secretary Davis, acting at the direction of President Harding and with the assistance of Secretaries Hoover and Wallace, began his efforts at mediation in the dispute between the Big Five packers and their union employees.

The principal events of the day included a conference between Secretary Davis and representatives of the employees, consideration of the matter at the regular Tuesday Cabinet meeting and separate conferences between Mr. Davis and the packer representatives and between the Labor Secretary and the employees' delegates. At the close of the last conference Secretary Davis announced that he would continue his meeting with the employees' representatives at 9:30 o'clock to-morrow morning.

As the matter stood this evening it was believed the employees have agreed in a general way to the wage reduction put into effect March 7, and that in turn the packers agree to the extension of the war time Alschuler agreement for submission of differences between them and their employees to permanent mediation.

SHIP CALKERS STRIKE.

Boston, March 22.—Two hundred ship calkers struck to-day against a wage reduction of 8 cents an hour announced by the New England Dry Dock and Ship Repair Association.

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